

first conceptualized several years ago, but those were due added access ramps residents asked for.

There was initially considerable controversy over the construction of a toll-plaza south of the C&D Canal, but Mr. Williams said it was a necessity which, as designed, will make Del. 1 the most convenient toll road in the region.

"The \$7 million spent on the E-ZPass system at the Biddles Toll Plaza has enabled us to build it to 21st century standards," Mr. Williams said.

"With our new E-ZPass system, motorists who use the roadway regularly will be able to sail through the toll plaza at Biddles Corner with no delay at all using the four inner-most lanes. The high-tech design of the equipment will enable E-ZPass subscribers to maintain highway speeds of 55 to 65 mph as they pass through the toll plaza.

"The Biddles Toll Plaza will be the first in the northeast to have equipment installed which will not cause motorists to have to slow down, if they are using the E-ZPass system."

Near the state capital, two areas of interchange have been under construction for the last couple of years.

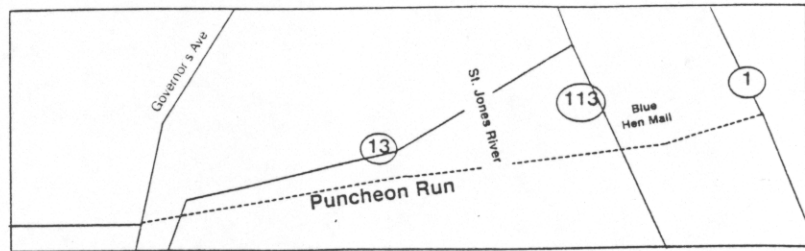
The first, connecting the Denny's Road Toll Plaza, is the Scarborough Road Connector. When opened, it will let motorists headed to the west side of Dover to avoid having to travel on U.S. 13 on the north end of the city.

Scarborough Road heads west from U.S. 13 just south of Denny's Road and connects with McKee Road. The road winds through an area southwest of Delaware Technical and Community College's Terry Campus.

Built at a cost of more than \$13.4 million, the connector is slated to be open by December, Mr. Williams said.

The next project to be completed will be the Puncheon Run Connector, a \$29 million effort which links Del. 1 to U.S. 13 at the south end of Dover.

When opened by the end of next year, it will enable motorists to travel north and south through the center of the state without being slowed by congestion that has become notorious through the heart of the capital city.



Submitted photo

In the long run, it will also enable traffic from events such as those at Dover Downs during NASCAR races a relief valve through which traffic may flow more smoothly.

Although there have been some delays and setbacks over the years, DelDOT employees are enthused about the system.

"This is the best-run DelDOT job I have ever been connected with," said Robert Coleman, an erosion inspector for the agency.

"I think the combination of all of these roads will have a tremendous impact on Kent County," said Transportation Secretary Anne P. Canby.

"Puncheon Run serves the purpose of capturing through traffic in a north-south direction and Scarborough Road will enable people from both sides

of Dover to traverse the city in a more efficient manner."

"The Central Delaware Chamber of Commerce is very excited about the completion of the (Del.) 1 project," said Horace Cook, chair of the Del. 1 committee for the business organization.

"It will give us a better business flow to all areas of the city of Dover and allow for a much more orderly process of development."

Mr. Cook said he also is hoping for eventual expansion of the exit ramp system to include Del. 8, East Division Street in Dover, since that will allow for greater access into the central business and historical dis-

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